

THE SUNDAY EXPRESS

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TUESDAY, JULY 1, 1919

PRICE 2D

POSTED

REUTERS' TELEGRAMS

PROTECTING THE GERMAN ARMY

EXTRADITION OF LUDENDORFF TO BE REQUESTED

Berlin, June 24.
The *Tages-Zeitung* reports that Army officers have telegraphed Herr Noske declaring that they will forcibly resist the extradition of General Ludendorff.
An Army Order states that Herr Noske consents to stand for the defence of the Army and will endeavour to specially protect the members of the Army and its leaders which is threatened by the Government of the Treaty. It is understood that these measures were discussed at a special Military Conference to-day, which Herr Noske, Reinhardt and Eutwitz attended.

COUNTY CRICKET

London, June 24.
Sussex beat Oxford by an innings and 135 runs. Warwick and Surrey drew, as also did Worcestershire and Gloucestershire.

THE FINNISH REPUBLIC

Helsingfors, June 24.
The Bill constituting the Republic of Finland passed the Landtag by 165 votes to 22. It is reported that Mannerheim will stand for the Presidency.

DESTRUCTION OF THE GERMAN SURRENDERED BOATS

FRANCE THIRST ON IMPOSING PENALTY

Paris, June 25.
According to the latest information regarding the scuttling of the German Fleet in the Scapa Flow, there was confusion with Berlin. The Council of Four is unanimous in believing that special consideration should be demanded from Germany.
The Council is examining the possibility of imposing a penalty on Germany for the scuttling of the fleet.
The Council has decided to extract from Germany the fullest possible reparation for the loss of the fleet.
The Council has decided that the German Fleet should be broken up and the ships sold for scrap metal.
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FEEDING SEVENTEEN STARVING COUNTRIES.

MR. HOOVER'S TASK

Paris, June 24.
Mr. Hoover has submitted his report on the progress of the relief measures. During May 168 shiploads of food were distributed to seventeen countries under relief to the value of \$162,875,000. A great majority had been supplied upon credits and, to some extent, upon charity. This compares with 591,843 tons distributed in April of the value of \$147,800,000.
During May, progress was made in remedying the terrible situation of Armenia and the Baltic States.
The organisation of the wholesale feeding of under-nourished children is now complete, 4,000,000 children being served.
Mr. Hoover is confident that the completion of this task will be reached by the time of the harvest with preventable loss of life.

FIGHTING AGAINST TYPHUS IN POLAND.

ALLIES AID WITH SUPPLIES.

Paris, June 24.
At an official meeting of the Supreme Economic Council it was decided to take steps with a view to arranging the provision of locomotives and rolling stock to Lithuania. The Council decided to recommend to the Liquidation Board of the various Governments that they provide the Polish Government with all available supplies needed by the Polish Health Department for campaign against typhus.

COMING FRENCH GENERAL ELECTION.

IS CLEMENCEAU BETTING?

Paris, June 25.
M. Clemenceau paid a visit to the lobbies of the Chamber of Deputies and was questioned about rumours of his approaching retirement. He gave no definite answer concerning the general elections, which he said would take place at the end of September or the beginning of October. —*Havas*.

TURKISH IMPUDENCE.

UNITY OF THE TURKISH EMPIRE.

Paris, June 25.
The Turkish representatives have handed an amazing Note, insisting on the complete unity and independence of the Turkish Empire. No more than certain of these Turkish claims will receive any consideration. —*Havas*.

ACTIVITY ON THE PARIS BOURSE

SPECIAL TELEGRAMS

(From Our Own Correspondent)

THE STRAITS ROWS

Singapore, June 27 (delayed).
The Volunteers were again called out last night on reports of fresh rioting, but their services were not needed. Pending reports a quiet day.
The official account of the Singapore rioting shows that thirty-one were killed and that eight were seriously injured. One hundred and thirty-one were arrested.
Singapore, June 28 (delayed).
The Police Courts have been occupied all day on the riot cases. Sentences varying from six months to a fortnight's imprisonment were imposed.
Penang is quiet.

EARLIER TELEGRAMS

THE SUNKEN GERMAN WARSHIPS

Paris, June 22.
The news of the sinking of the German ships caused a great sensation in the French Chamber of Deputies. The Government intend to take steps to make up for the loss sustained by France. An insistent demand is raised in French circles for suitable action to punish the flagrant breach of the Armistice and for the exacting of compensation.
The Paris press views are that France should recover ownership of the submarines captured by her troops, as well as a number of merchant ships lost for sea.
Reuter learns that the Admiralty is in communication with Paris regarding the action to be taken against Admiral von Reuter who with the German officers and men, in internment, laid confirmed that the Admiralty claims that the scuttling of the fleet was entirely the work of the German Admiral and was not carried out as a result of instructions from Berlin.

Scapaflow, June 22.
The German Fleet was sunk by orders of Rear Admiral von Reuter, a copy of whose instructions has been found. The instructions were to sink the fleet if it was not possible to bring it to a port of refuge. The instructions were to sink the fleet if it was not possible to bring it to a port of refuge. The instructions were to sink the fleet if it was not possible to bring it to a port of refuge.
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Paris, June 24.
The Council of Three referred the sinking of the German ships to a commission of experts to determine whether the Armistice conditions have been violated. Apparently the unanimous opinion of the Conference is that the turning of the French battle-flags is a distinct violation of the Treaty, inasmuch as the Treaty stipulated their return to France. Probably a commission will be appointed to consider action thereon.

It is reported in Conference circles that the Germans have sunk the remainder of their warships lying in German harbours.

London, June 24.
It is understood that Admiral von Reuter is to be tried by a naval court martial for a breach of the Armistice. It is believed that many Germans were drowned in Scapa Flow in addition to the casualties caused by the firing. The German crews are now interned at Invergordon. The papers, commenting on the agreement to sign, generally point out that there are indications of a militaristic revival in Germany. The Scapa Flow incident must be taken as a warning that the Allies must be most vigilant to ensure the carrying out of the conditions. They declare that Germany has peace with hatred in her heart and that the peace is a peace of her contribution.

The Admiralty has received a telegram from the Admiral commanding at Scapa Flow stating that the fleet is ready to be beached if necessary. The fleet is now being kept down. The fleet is now being kept down. The fleet is now being kept down.

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GERMANY'S NEW FRONTIERS

The above map shows the new German frontiers as laid down in the original text of the Peace Treaty.

three days ago, when reflected. It is understood that the new cruiser *Emden* is also above water.

In the House of Commons Mr. Walter Long said the Allies in Paris were not in a position to demand reparations for the loss of the fleet. He said that the German Fleet was sunk by orders of Rear Admiral von Reuter, a copy of whose instructions has been found. The instructions were to sink the fleet if it was not possible to bring it to a port of refuge. The instructions were to sink the fleet if it was not possible to bring it to a port of refuge. The instructions were to sink the fleet if it was not possible to bring it to a port of refuge.

He strongly deprecated certain attacks made on Admiral Wemyss. At the time the subject was discussed British Naval experts recommended as strongly as possible surrender and not internment. (Cheers). Their advice was not adopted for very good reasons in Paris. Naval experts were in no way responsible for the course then adopted. Replying to further questions he said the Government was unable to obtain confirmation of the report that other ships in German ports were similarly scuttled. It would unquestionably have been a breach of the terms of the Armistice if British warships were put aboard. He was thankful to say we acted herein as we had acted in every other matter in obeying the terms of the Armistice and adhering to the laws of war and honour. Commander Bellairs gave notice of further attention to the matter to-morrow.

The Admiralty announces that on the afternoon of June 22 the German officers were formed up on the deck of the warship *Revenge* under armed guard with von Reuter and staff in front. Admiral Sydney Fremantle told von Reuter he was to consider himself a war prisoner for the rest of the Armistice term. He added that this was a "humiliating act, but not the first occasion whereon the Germans had violated all civilized laws on the high seas." Von Reuter replied that he was responsible for what was done. He felt he had done what any British sailor would have done in the same circumstances. He would do it again under similar circumstances. The prisoners were then marched off.

THE PEACE MESSAGE

The French Foreign Office has received a message from the German Government, dated June 24, in which the German Government has announced that it has decided to accept the terms of the Peace Treaty. The message is a significant step towards the end of the war. The German Government has announced that it has decided to accept the terms of the Peace Treaty. The message is a significant step towards the end of the war.

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To-day's Exchange

The closing rate of the dollar on demand to-day was 67.12.
Forecast: Fine, tomorrow.
29.71: Temperature 2 p.m. — 83.
Humidity 2 p.m. — 65.

LATE LIEUTENANT BEARDSWORTH.

THE FUNERAL

The funeral of Lieut. George Beardsworth, of the R.G.A., took place yesterday at Happy Valley, being very largely attended by officers of the R.G.A., Middlesex and others. Among those present were H. E. Major General Ventris, Lt.-Col. Passby, Major Willett, Bowen, Roach, Kelly, Cassel, Scantlebury, Capt. Middlemas, Johnson, Burns, Cohen, Lieutenants Struthers, Eyles, B.N.E. Jones, Jones, Thomas, F. Mann, Mann, Evans, Sulistand, Williams, Cocks, Snook, White, Stephens, Forbes, Halpin, and Higby, Master Gunner May, R. S. M. Heath, and members of 83rd, 87th and 88th Companies, R.G.A. The coffin, draped with the Union Jack, and covered with a profusion of wreaths, was placed on a gun carriage and drawn by members of the 83rd R.G.A. The pall-bearers were Lieut. Forbes, Snook, White, Mann, Stephens, and Halpin. The firing party was under the command of Lieut. Cocks. Captain Parkdie, Chaplain of the Forces, conducted the burial service at the grave.

The service was very solemn and the coffin was lowered into the grave. The service was very solemn and the coffin was lowered into the grave. The service was very solemn and the coffin was lowered into the grave.

LA FRENCH SOCIALIST CRITICISM

Writing when the racial equality amendment had been reported, and it was thought that the Powers would not agree to the handing over to Japan of German rights and privileges in Shanghai, Mr. Phodon makes the following severe comment in *Populaire*, a Paris Majority Socialist organ, under the heading given above:

"If Italy is not satisfied, Japan does not in any way disguise her bitterness. Imperialist, like all the States represented at the Peace Conference, she discovers that her covetousness meets with some opposition. She thought that to attain her object it would be sufficient to ask, and for its success, the mere undertaking, yet so far her representatives have recorded poignant setbacks. Jaillon, Makino, Matsui, and others wonder what figure they will cut before ancient chiefs of the feudal class, disguised as chosen members of Parliament, when the hour of explanation comes."

Japan, under her superficial changes, has preserved the fundamental structure of the past. It is an absolute monarchy under the cloak of aristocracy. The people do not count, and when they demonstrate, they are fired upon in the name of modern progress. If the Tokyo Cabinet entered the war in 1914, it was because it foresaw there was some profit to be made, and besides it only mobilised for the realisation of its designs. It threw itself on the German possession of Kiaochow only for the purpose of making for itself a name in Europe. While the Great Powers—and in particular America, her rival in the Pacific—had their eyes elsewhere, she (Japan) was systematically absorbing the Celestial Republic. She would have eagerly established her direct rule over this immense territory had not China resisted, and with the assistance of outside intervention, repulsed her attempts with losses. This was one of the first causes of annoyance for the Mikado's Government, which sent a delegate to Washington, but only obtained nominal advantages.

Japan thought herself entitled at least to the full ownership of certain German colonies in the Pacific. She will meet the opposition of Australia and the ever-watchful distrust of America. The only glimpse of a concession she could obtain was a mandate over a few islands, and she considered the concession a mockery.

"When the League of Nations gave its sanction by its initial Covenant, she asked for the equality of races and nations. There was no love of principle in it but a practical interest, for the American States of the Far West had tried to restrict the rights of her national immigrants. This satisfaction was refused to her. Finally, as she expresses the intention of only returning Kiaochow to China conditionally (and these conditions might well have again meant attempt at a protectorate in disguise), the great European Powers refuse to subscribe to this ambition."

"In this way, Japanese Imperialism, in conflict with the other imperialisms, undergoes setbacks which exasperate her and on which she threatens to wreak vengeance. One could have and ought to have recognised racial equality, but what reply did France and England give to the people of Tunisia, to the Egyptians, to the Hindus?"

"All these collisions between the Allies, if they show the bitter feelings of the annexationists, the unbridled greed of the powerful capitalists, retard the power of peace and prepare the road for future wars."

"What a lesson for the proletariat!"

THE CROWN PRINCE'S FOLLOWERS

According to a Dutch Press report the Crown Prince's birthday was made the occasion of noteworthy tokens of sympathy, many residents of Wieringen displaying the national flag from their houses. Countless telegrams, both from Holland and abroad, arrived. Some of the military authorities offered their congratulations personally, while some of the Crown Prince's Wieringen acquaintances, with their ladies, were invited. The Crown Prince received some charming presents, mainly from his family, including an album containing the names of soldiers with letters above their names, and a collection of the Crown Prince's own letters.

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EARLIER TELEGRAMS.

THE SINGAPORE RIOTS.

London, June 24.
The War Office states that a disturbance broke out at Singapore on June 19th, owing to the anti-Japanese boycott by the Chinese population, rioters among whom caused considerable damage throughout the day and night. The Governor proclaimed martial law on June 20. The Australian warship Sydney's departure was cancelled. Landing parties were put ashore to assist in keeping order. Quiet was reported on June 21st, business resuming. Three Chinese and a Japanese were killed and a number slightly injured.

THE VICTORY LOAN.

London, June 23.
The Overseas Club, whose members have already contributed a million sterling to patriotic funds, has issued an appeal to members all over the world to support the new Victory Loan.

BELGIUM'S LOSSES.

London, June 24.
Reuter learns that the Industrial Committee of Belgium has established the fact that the losses to Belgian industries during the war were £281,000,000 of which £220,000,000 is due to destruction and requisitions.

EIGHT HOUR DAY FOR SEAMEN.

Paris, June 24.
The Chamber has adopted the Merchant Seamen's Eight Hour Bill and Deputies hoped that other nations would follow, otherwise French shipowners would be in a position of inferiority.

HOUSING AT HOME.

London, June 24.
The Ministry of London Corporation has announced that it has decided to build 10,000 new houses in the next five years.

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RANGOON MARU Wednesday, 2nd July.

CALCUTTA MARU Saturday, 19th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Saturday, 19th July, at 11 a.m.

TANGO MARU Saturday, 23rd Aug., at 11 a.m.

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SHIMBU MARU Thursday, 3rd July.

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SHIN MARU "Calling at Keelung" 10th Sept.

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AUSTRALIA AND THE EAST.

Before the war there was considerable competition for trade between Australia and Japan, which had a very steady effect on freight, but says the Sydney Star, for a long time the Japanese have had everything their own way. This need for tonnage for transport work from United Kingdom ports was so great at one time that all the E. and A. liners which maintained a British service to the East were withdrawn. One of the ships, the Aldenham, changed hands, but the Empire, St. Albans, and Eastern still fly the same flag as when they came to Sydney. A cable received in Sydney recently indicated that the St. Albans and Eastern would soon be in Australian waters. Since then it has been reported that both are en route. If they are put into the Eastern run again they will at once enter into competition with the Japanese lines now operating the service. During the time the E. and A. boats have been overseas, the Japanese firms have more than doubled their fleets, and are no doubt ready to fight any combination which may come along. A trade war is certain, and the re-entry of the British ships is likely to force down the existing high cargo rates. Probably the best known of the E. and A. liners, the Empire, has had some extraordinary war experiences since she was withdrawn from the Eastern trade. The vessel was requisitioned for the conveying of 25,000 Chinese labourers to France, and it was while on a voyage from China to Marseilles that she had a great fight with a submarine. Aboard the Empire was a British gunner who always boasted that he would smash the first U-boat which came near the steamer. Running through the Mediterranean one day, the look-out sighted a submarine, which seemed to be travelling faster than the Empire. Like a flash the gunner let go a shell, which ended the race between the U-boat and the Empire. Photographs taken by the officers showed the last of the submarine. The stokers on the transport however, had driven the old ship so fast that the boilers were burnt out. Nevertheless, the Empire is still in commission.

MURORAN HARBOUR.

Notice is given that the following lighted buoy has been moored in the vicinity of One Reef, entrance to Muroran Harbour—

One Lighted Buoy. Description:—

Iron cylindrical structure painted black, surmounted by a lattice work supporting a lantern.

Height of light:—About 15 shaku above the water. Character of light:—Acetylene gas flashing red light, showing one flashing in every 3 seconds. Illuminated are:—The whole horizon. Power: 150 candles. Visible distance: 9 nautical miles in clear night.

Depth of water:—9 fathoms at L. W.S.T. Magnetic bearings taken from the buoy:—Shukun-hana, S. 61 degrees, 50' E.; Muroran, S. 38 degrees, 30' E.; Mui-hana, S. 20 degrees, 40' E.

THE "WEST CONAB".

The Pacific Mail Steamship Company, agents for the American steamer "West Conab," announce that according to telegraphic advice received by them from their head office at San Francisco, this steamer left there on June 13 for Manila via Honolulu and Shanghai. The West Conab has on board 5,700 tons of general cargo for Manila and is expected to arrive there on or about July 2. It is understood that the West Conab will be dispatched back to San Francisco via Hongkong, Shanghai, Japan and Honolulu.

COASTING-FREIGHTS.

The Japanese coasting trade is now becoming active. The freights for beamstake and lumber are increasing in view of the large requirements of cargo space for these goods. As regards the coal freights, although exports are not very brisk, they share in the increase as is shown in the following list:—

Per ton.

Yokohama-Yokohama Y4.40

Yokohama-Iso 3.50

Yokohama-Osaka 2.00

Yokohama-Shanghai 3.00

Kobe-Yokohama 4.00

Kobe-Iso 3.50

Kobe-Kobe 2.20

Kobe-Osaka 2.30

Kyushu-Hongkong 4.80

Kyushu-Singapore 7.00

Kyushu-Manila 6.00

Kyushu-Colombo 15.00

Kyushu-Singapore 6.00

Kyushu-Yokohama 4.00

Kyushu-Kobe 2.20

Kyushu-Iso 3.50

Kyushu-Osaka 2.00

Kyushu-Shanghai 3.00

Kyushu-Yokohama 4.00

Kyushu-Iso 3.50

Kyushu-Kobe 2.20

Kyushu-Osaka 2.30

Kyushu-Hongkong 4.80

Kyushu-Singapore 7.00

Kyushu-Manila 6.00

Kyushu-Colombo 15.00

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For: Steamers To Sail

HOLHOW & BANGKOK Luchow 2nd July at 10 a.m.

SHANGHAI Suiyuan 3rd July at noon.

SHANGHAI & TSINGTAO Yinchow 6th July at 11 a.m.

SHANGHAI Tean 8th July at 11 a.m.

SHANGHAI Suiyuan 10th July at noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation, electric light and fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong, and Shanghai (ships weekly) and between Canton, Hongkong, and Shanghai (ships weekly) and between Canton, Hongkong, and Shanghai (ships weekly).

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Excellent Saloon accommodation, electric light

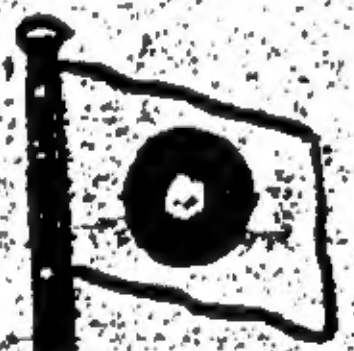
USAKA SEUSAKA

RAILROADS FROM HONGKONG TO SHANGHAI
LONDON & AMERICA—Monthly service via S. S. "AMERICA" and Port Said.
AMERICA MARU—Sailing date of July.
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Onco steamers.
SAIGON MARU—Saturday, 12th July.
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban, and Cape Town via Singapore.
SAIGON MARU—Sunday, 14th July.
BOMBAY & COLOMBO—Regular fortnightly service via S. S. "AMERICA" MARU.
SAIGON MARU—Saturday, 12th July.
SAIGON MARU—KASINGAPORE—Regular Monthly Service.
SAIGON MARU—Saturday, 12th July.
SYDNEY & MELBOURNE—Monthly service calling at AUCELAND, N. Z. and ADELAIDE.
SAIGON MARU—Wednesday, 9th July.
VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.
CHICAGO MARU—Tuesday, 8th July.
SAIGON MARU—Saturday, 12th July.

HAIPHONG—Three times a month service.
KEELUNG, TAKAO via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.
TAKAO via SWATOW & AMOY—Thursday, 3rd July.
KEELUNG via SWATOW & AMOY—Sunday, 6th July.
AMAKURA MARU—Sunday, 6th July.
JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
 For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
 Tel. No. 744 and 745. No. 1, Queen's Building.

Y. K. K. YAMASHITA KISEN KAISHA. (THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1
NANYO MARU No. 2
NANYO MARU No. 3
SODEGAURA MARU.
KYODO MARU No. 13
TAMON MARU No. 1
ASOSAN MARU.
CHEIAN MARU.
 REGULAR SERVICE FOR FREIGHT BETWEEN HONGKONG, BANGKOK and/or SINGAPORE.
 For Particulars Please Apply to—
M. KOBAYASHI, Agent.
 Tel. No. 149 & 155. Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.
 (Shipping Department).
 HEAD OFFICE (KOBE).
 Branches and Representatives—
 TOKYO, USAKA, LONDON, NEW YORK, PIRAE, BOMBAY, PORT SAID, SUEZ, HAYAMA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAO, BANGKOK, SAIGON, VIENTIANE, SHANGHAI and TIENTSIN.
 Taking Cargo on through Bills of Lading to Pacific Coasts Japan, China, India, Java, North and South America, also to Mediterranean.
 SUBJECT TO ALTERATION WITHOUT NOTICE.
 For further particulars apply to—
CHU KYOKU TRADING Co., M. HASHIMOTO, General Agents.
 Telephone No. 2103.

THE ADMIRAL LINE PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.
S.S. "WEST MUNHAM"
 will be despatched on about July 7th.
 For SEATTLE, TACOMA & PORTLAND.
 For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
"WESTERN MAINT"—About August 14th.
"ELDRIDGE"—15th.
 For PORTLAND direct.
"WEST CELINA"—About August 15th.
 Through Bills of Lading issued to SHANGHAI, COAST PORTS, HONKONG, and FRAUGHT AND FREIGHT.
THE ADMIRAL LINE.
 Agents, 1, Queen's Building, Hongkong.

VANCOUVER

SHANGHAI & SHANGHAI
"BESSIE DOLLAR"
 SAILING DATE about July 21st.
 FOR SAN FRANCISCO.
S.S. "CADARETTA" "TANCRE"
 about 17th July.
 30th July.
 Through Bills of Lading issued to all parts of United States of Canada.
 For particulars for freight apply to—
THE ROBERT DOLLAR Co.
 GENERAL POST OFFICE BUILDING. TEL. 795.
 THIRD FLOOR. 792.

AMERICAN & ORIENTAL LINE

For New York via Panama Canal.
S.S. CAELIC PRINCE
 Will be despatched for the above port on the 29th July.
 For freight and further particulars apply to—
THE BANK LINE LIMITED
 Agents.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
 SAILING (SUBJECT TO ALTERATION).

| Steamer. | Arrives Hongkong from Australia. | Leaves Hongkong for Australia. |
|----------|----------------------------------|--------------------------------|
| CHANGSHA | 2nd July. | 7th July. |

* calls Saigon, omits Manila.
 These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.
 For Freight or Passage apply to—
Butterfield & Swire.
 Telephone No. 36.

VESSELS LOADING AND TO LOAD.

| Destination. | Vessel's Name. | For Freight Apply To. | To be Despatched. |
|--------------|----------------|-----------------------|-------------------|
|--------------|----------------|-----------------------|-------------------|

JAPAN AND COAST PORTS.

| | | | |
|-----------------------------|------------|-----------|---------|
| Shanghai, Kobe and Yokohama | Shimbu M. | S. Y. K. | 1. July |
| Swatow and Singapore | Liangchow | B. & S. | 1. July |
| Swatow and Bangkok | Changsha | B. & S. | 7. July |
| Swatow, Amoy and Foochow | Hailong | D. & C. | 1. July |
| Shanghai | Sinkiang | B. & S. | 1. July |
| Holhow and Bangkok | Lanchow | B. & S. | 2. July |
| Calcutta via Port | Rangoon M. | S. Y. K. | 3. July |
| Tientsin via Chetoo | Chipsing | J. M. Co. | 3. July |
| Hankow | Leikang | E. M. Co. | 3. July |
| Bombay and Colombo | Shimbu M. | S. Y. K. | 3. July |
| Newchwang | Kansu | B. & S. | 3. July |
| Takao via Swatow and Amoy | Sochu M. | O. S. K. | 3. July |
| Shanghai | Ruiyang | B. & S. | 4. July |
| Kobe | Changsha | J. M. Co. | 4. July |
| Swatow, Amoy and Foochow | Quingong | D. L. Co. | 4. July |
| Manila | Yongsheng | J. M. Co. | 4. July |
| Straits and Calcutta | Kalassan | J. M. Co. | 5. July |
| Keelung via Swatow and Amoy | Amakura M. | O. S. K. | 5. July |
| Shanghai and Tientsin | Yingchow | B. & S. | 5. July |
| Singapore, Colombo & Bombay | Dunera | M. M. Co. | 5. July |
| Shanghai | Hangrang | J. M. Co. | 5. July |
| Shanghai | Toan | B. & S. | 5. July |
| Sydney and Melbourne | Kohso M. | O. S. K. | 5. July |
| Shanghai | Dilwara | M. M. Co. | 5. July |
| Shanghai | Kwongsheng | J. M. Co. | 5. July |
| Shanghai | Sunming | B. & S. | 5. July |
| Shanghai | Loongang | J. M. Co. | 5. July |
| Shanghai | Saigon M. | O. S. K. | 5. July |
| Shanghai | Tientsin | J. M. Co. | 5. July |
| Shanghai | Shimbu | O. S. K. | 5. July |
| Shanghai | Amakura | B. & S. | 5. July |

Cargo will be received at the Godown, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
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 Optional cargo will be landed unless notice has been given prior to steamer arrival.
 All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on any Tuesday, and Fridays between the hours of 11.45 a.m. and noon within the free storage period.
 No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 7th July, will be subject to rent.
 All Claims against the Steamer must be presented to the undersigned on or before the 2nd July, or they will not be recognized.
 No Fire Insurance will be effected.
BUTTERFIELD & SWIRE
 Agents.
 Hongkong, 30th June, 1919.

NOTICE.
 Notice is hereby given that the Goods of the Steamer "AMERICA" which arrived at Hongkong on the 25th June, 1919, and are now lying in the Godown, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
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 The Goods of the Steamer "AMERICA" which arrived at Hongkong on the 25th June, 1919,

THE BRITISH NAVY

New York, May 4.—The British Navy, in its more than 100 years of existence, has never been so widely known as it is today. The British Navy, in its more than 100 years of existence, has never been so widely known as it is today. The British Navy, in its more than 100 years of existence, has never been so widely known as it is today.

Speaking of Mr. Cravath's reference to his Guildhall speech, Admiral Sims said that it showed he had not always been a success as a public speaker. Explaining how he came to make that speech, he said that he was in command of a contingent of sailors who were being entertained by the Lord Mayor of London, and "it was agreed that there should be no speeches."

"Of course, that means nothing in England," he continued. "Soon the Lord Mayor said he was so well pleased that he felt he had to say something. Then he asked me if I would object. I said I would not, which was not true. The consequence was that I spoke from the heart and not the head. You know the Lord put a head on a man for the same reason that man put one on a pig—to keep him from going too far."

Admiral Sims then told of the result of a trip he made in 1910 in the vicinity of the Channel, following which he submitted a report to his superior officer that the war could not be delayed more than four years. He said that he recalled that trip just before he left England recently to come to America and when he arrived last month he was told in Washington that they were hunting for the old report, but had as yet not been able to find it.

The guests cheered when Admiral Sims, in paying a compliment to the work of the British Navy in the war, described what appeared to him the best way to deal with the English.

"Tell the British the truth as far as you understand it, without any qualification," he said, referring to the war councils held by the Allied naval commanders. "Never mind if he likes it or not. He's a good sport and an English statesman's word is his bond. The Englishman cannot stand indirection and he can stand the truth. You can accomplish results if you lay the cards on the table, and I tell this especially for the benefit of those who may be thinking of trading with him. Tell him the truth, and he will decide on the logic."

PRaises BRITISH NAVY

After describing the work of the British Navy in the war, Admiral Sims said that he had seen the British Navy in action in the North Sea, and that he had seen the British Navy in action in the North Sea, and that he had seen the British Navy in action in the North Sea.

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THE BRITISH NAVY

When he arrived in London, said Admiral Sims, "he was familiar with practically everything published on the war and yet he was astonished to find what the true conditions were. He said jokingly that this was the fault of the British for they do not tell you what they have done, especially if it is remarkable." He said he was greatly surprised to see what had been accomplished in England before America entered the war, and yet, he said, that as a result of his observations, he called to Washington three days after his arrival that the Central Powers had the war in hand and would, if unhindered, continue following up their destruction of 750,000 tons of shipping, and gain the mastery eventually.

A BRITISH "FAULT"

It was then that ways and means were discussed of ridding the sea of the U-boat menace and the best way in which to insure the transportation of men and munitions. Admiral Sims said. Discussing convoys, the speaker paid high compliment to the skill of the Merchant seamen saying they were superior to the naval men because the merchant skippers were at sea practically all the time, while the naval men remain ashore as long as they can until the Navy Department orders them out to sea.

Admiral Jellicoe's second in command, Commander Madden, was credited by Admiral Sims as suggesting the depth charge to hunt the German U-boats. It was after a British destroyer had returned from the North Sea, where it had been unsuccessfully attacked by a U-boat and had been unable to ram the pirate craft, that the commander of the destroyer reported that he had followed the wake of the torpedo and felt that he would have been able to put the enemy submarine out of business had he been able to have dropped some kind of a mine overboard. It was simple to conceive the "ash can," as the depth charge was called because of its size and shape.

So skillful had been the German propaganda at the time of the U-boat scare, and so little had the Governments told the people of the real conditions, said the speaker, that in speaking with successive groups of editors who visited the British Isles to obtain first-hand information he learned an incorrect impression had been given of the number of hostile submarines there were out at any one time west of the British Isles. Guesses of the editors averaged from 50 to 100, although the truth was that the Germans were unable to maintain more than eight or nine west of the Isles at any one time.

The effect of the depth charges became known to British submarine crews by personal experience, he related, telling how sometimes it was impossible to distinguish friendly craft from hostile. After such an experience the British seamen were no good for three days at least, he said, and they told how the depth charge had rocked even the friendly vessel and had loosened internal machinery.

WORK OF DESTROYERS

High praise was bestowed on the work of the destroyers and their men by Admiral Sims. He told of the trail craft, with speed of forty miles an hour, speeding after hostile submarines and remaining out for weeks in the stormy North Sea. Some returned with funnels gone and crew exhausted from lack of sleep.

The German submarine was defeated, he continued, because at Scapa Flow there lay thirty of Great Britain's battle cruisers, with a complement of destroyers and other craft, which at any time could come out and rush to the defense of convoys that were being escorted to the British Isles. The first convoy passing operation was between Gibraltar and England. After that the German submarines found it too dangerous to attack convoys.

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ROYAL HONGKONG GOLF CLUB

NOTICE.—The big course at Fanling will be CLOSED from Thursday 3rd July until further notice. The nine hole relief course will remain open. By order of the Committee. Hongkong, 1st July, 1919.

"GLEN" LINE OF STEAMERS LIMITED.

NOTICE TO CONSIGNEES. From LONDON, COLOMBO, and TRATTS. "PEN-ROKESHIRE" having arrived from above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at the risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 8th July, 1919 at 5 p.m. will be subject to re-shipment.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 8th July 1919 at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD. Agents. Hongkong 1st July, 1919.

"MOVEMENTS OF STEAMERS"

The T. K. K. s.s. TENYO-M. sailed from San Francisco June 11th, as per schedule, and is due to arrive at Hongkong July 14th. The N. Y. K. s.s. INABA M. (European Line) left London for this port via the Suez Canal on the 31st May, and is expected here on the 10th July. The Admiral Line s.s. WEST MUMHAM is due to arrive here from Shanghai via Manila on or about July 5th.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via the Suez Canal on the 14th June, and is expected here on the 20th July. The N. Y. K. s.s. SHINGO MARU (Calcutta Line) left Calcutta for this port via Singapore on the 23rd June, and is expected here on the 14th July.

The N. Y. K. s.s. SHINRYU M. (Bombay Line) left Kobe for this port via Moji on the 25th June and is expected here on the 2nd July. The N. Y. K. s.s. TAMBA M. (European Line) left Kobe for this port via Moji and Shanghai on the 24th June, and is expected here on the 3rd July.

The N. Y. K. s.s. RANGOON MARU (Calcutta Line) left Moji for this port on the 26th June and is expected here on the 1st July. The N. Y. K. s.s. KAIFUKU M. (Bombay Line) left Bombay for this port via Singapore on the 24th June and is expected here on the 16th July. The Ben Line s.s. BENARAY from Middlesbrough and London left Singapore on June 1st and is due here on July 1st.

The N. Y. K. s.s. SHIMBU M. (Calcutta Line) left Singapore for this port on the 25th June and is expected here on the 2nd July. The N. Y. K. s.s. KATORI M. (American Line) left Shanghai for this port on the 30th June, and is expected here on the 3rd July. The R. M. S. EMPRESS OF RUSSIA arrived at Shanghai on 28th June, left there 29th June, is due at Manila on 2nd July, and is due Hongkong on 5th July.

The R. M. S. EMPRESS OF JAPAN arrived at Shanghai on 28th June, due at Nagasaki on 30th June. The T. K. K. s.s. TENYO M. arrived at Yokohama June 28th and will sail July 1st, as per schedule, being due at this Port July 14th. The T. K. K. s.s. SIBERIA M. sailed from San Francisco June 11th.

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COMEDY DRAMA

"TWENTY-ONE" IS A RARE THE VICTORIA SCREENING THIS THURSDAY.

It teems with amusing situations. A dual role has seldom been filled to better perfection than in this play.

CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

s.s. "NIPPON MARU," From SAN FRANCISCO.

HONOLULU, JAPAN PORTS, Monday, 30th June.

Consignees of cargo are hereby notified to present their Bills of Lading for countersignature and take immediate delivery from steamer or the Company's godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undischarged on and after Sunday 6th July.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined Tuesday, 8th July, at 10 a.m. No Claims will be recognised after the goods have left the steamer or Godown and none will be entertained if presented later than three weeks after arrival of steamer. No Fire Insurance whatever will be effected.

T. DAIGO, Manager. Hongkong, 30th June, 1919.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S.S. "KIYO MARU," From SAN FRANCISCO.

JAPAN PORTS, Monday, 30th June.

Consignees of cargo are hereby notified to present their bills of lading for countersignature and take immediate delivery from steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undischarged on and after Sunday, 6th July. All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Thursday, 10th July, at 10 a.m. No claims will be recognised after the goods have left the steamer or Godown and none will be entertained if presented later than three weeks after arrival of steamer. No fire insurance whatever will be effected.

T. DAIGO, Manager. Hongkong, 30th June, 1919.

WISERMAN'S

delicious ICE CREAMS in various flavours can be sent out ready for serving for PICNIC, TIFIN or DINNER PARTIES. From \$2.00 per quart. I.M. GOODALL, Manager. Phone 407.

WEDNESDAY, the 2nd July 1919.

commencing at 11 a.m. At No. 29 Godown of the Hongkong & Kowloon Wharf and Godown Co. Ltd., Kowloon.

Steel Plates
6 pieces 4' X 5' X 5/16"
7 " 4' X 5' X 1/4"
1 " 4' X 10' X 3/32"
1 " 3' X 6' X 3/32"
8 " 4' X 5' X 1/4"
(Stored in above godown)

1 piece Steel Plate 2' X 5' X 3/8" (stored in No. 10 Godown)
83 pieces Steel Plates 4' X 8' X 3/32"
(Stored in No. 14 Godown)
1 piece Steel Plate 4' X 11' X 1/4"
(Stored in No. 51 Godown)
95 pieces Steel Plates 4' X 10' X 1/16"
(Stored in No. 3 Godown)

235 bundles Steel Plates 3' X 6' X 1/16"
(Stored in No. 23 Godown)
109 bundles Galvanised Wire B.W.G. No. 14.
21 bundles Galvanised Wire B.W.G. No. 13.
(Stored in No. 28 Godown)
34 bundles Steel Bars 1 1/2" X 20/21
(Stored in No. 51 Godown)

Terms: Cash on delivery. GEO. P. LAMBERT, Auctioneer.

NOTICE

THE INDUSTRIAL & COMMERCIAL BANK LTD.

In view of a resolution adopted by the Board of Directors at a meeting held 21st June, 1919, the Bank is in charge of the Manager, Mr. J. Usang Ly. The resolution reads: "It was resolved, that in order to carry out the new policy of the Board to assume more active control the President be requested to refrain from exercising his usual powers of active administration of the Bank pending the revision of the Articles of Association by an Extraordinary and Special Meetings of the Shareholders the date for which meetings are to be decided later."

By order of the Board, J. K. CHOY, Secretary. Hongkong, 23rd June, 1919.

AMERICAN BOYS

(COLUMBIA PARK BOYS of San Francisco)

42 of them 42 of them

WILL GIVE A UNIQUE VARIETY PERFORMANCE ON THE HONGKONG DEFENCE CORPS PARADE GROUND

by Kind Permission of His Excellency the Officer Administering the Government and officers of Hongkong Defence Corps.

THURSDAY, July 3 at 9.15 p.m.

These boys are on an Educational tour of the World and present a very remarkable entertainment. Consisting of Singing, Tumbling, Dancing, Sketches, Pyramids, & Boxing.

Famous Military Band of 38 pieces.

Price of Admission \$3 & \$2.

Box plan at MOUTRIE'S.

TO-NIGHT at 9.15 p.m.

Be Wise & Book Now at MOUTRIE'S.

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EMPIRE REVUE COMPANY

Presented by GEORGE ROSS, The Brilliant Record-Breaking Revue Success. "LET'S GO!" WRITTEN & PRODUCED BY GEORGE ROSS. SPECIAL ENGAGEMENT OF THE FAMOUS CONTINENTAL INSTRUMENTALISTS PROF. MANNELL and MISS FANNY. Beautiful Costumes! NEW and CATCHY SONGS! NOVEL and ORIGINAL HUMOUR.

THURSDAY & FRIDAY NIGHTS The Merry Musical Revue of the "OH, BABY!" A TYPHOON OF FUN.

SATURDAY NIGHT SPECIAL "PEACE" NIGHT. GRAND DOUBLE BILL! The Great American Musical Comedy "VERY GOOD, EDDIE!" Preceded by a Brilliant VAUDEVILLE PROGRAMME.

Booking at MOUTRIE'S.

G. R. BOSTOCK'S

ROYAL ITALIAN CIRCUS KOWLOON.

Gigantic Success of New Programme.

A Veritable Tornado of Wonders.

TO-NIGHT at 9.15 p.m.

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JUST LANDED. A SHIPMENT OF ESCOFFIER'S SAUCES

Sauce Robert
for
Meats & Poultry.



Sauce Diabla
for
Grilled Fish.

DERBY SAUCE, THE FINEST ENGLISH TABLE SAUCE
FOR FISH, MEAT, POULTRY AND GAME.

Obtainable at
LANE, CRAWFORD & CO.; FRENCH STORE;
& LEADING STORES.

Wholesale Agents:
FLOQUET & KUNOTH

Sole Agents:
THE
CONNAUGHT
MOTOR CAR
COMPANY.



Tel. No. 1913.
28, Des Vaux Rd.
Central.

A Car which has won for itself a world wide
reputation for permanency of Service, Power,
Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car
At a price within the reach of all.

A Consignment of Studebakers has just been landed.
Inspection and Enquiries are cordially Solicited.

THE FRENCH STORE.

JUST RECEIVED

SALTED & PICKLED HERRINGS IN 10 LB KEGS.

WE HAVE ALSO RECEIVED from Messrs. Vesuvio &
Friedmont Paste Co., an Assortment of Paste made of
SEMOLINA. Packed in cases of 22 lbs and in 1 lb
packets, comprising the following: Macaroni 22 lbs
case, Spaghetti 22 lbs. case.

ASSORTED PASTE Macaroni 1 lb pkt, Spaghetti 1 lb
pkt, Vermicelli 1 lb pkt, Noodles 1 lb pkt, Stars for soup
1 lb pkt.

WILLIAM C. JACK & CO., LTD

WHATEVER IS WORTH DOING IS
WORTH DOING WELL

Is the motto of our Wanchai Workshops
They are equipped for—

General Engineering and Electrical Work
Electro silver and nickel Plating
Tinning, Lacquering and Bronzing
Repair work of any description
And above all our prices are right and we can give prompt delivery.



JUST ARRIVED.

PONGEE SILK SUITABLE FOR GENTS AND LADIES' SUMMER
SUITS, DRESSES, SHIRTS, BLOUSES AND UNDERWEAR
LACE AND EMBROIDERED LADIES' UNDERGARMENTS
SWATOW DRAWN WORKS, EMBROIDERIES ON SIEK AND
GRASS LINEN.

LACE COLLARS, AND OTHER ARTICLES, ETC.
FILET LACES OF NEW PATTERNS.

BEST QUALITIES, LATEST DESIGNS, MODERATE PRICE
INSPECTION CORDIALLY INVITED.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:

Wingchunghing, Winglock
Street, from Yokohama.
Kiangnan, from Amoy.
Jooheong, Robinson Road,
from Shanghai.
Beer, Hongkong Hotel, from
Yokohama.

Sakata Matsubara, from Kobe.
Ford Jardine, from Tientsin.
Kinshing, from Kobe.
Kujanghien, Chongchuan,
Kungsho Hotel, from Shanghai.
Kwanhing, from Amoy.
Mrs. Lui, c/o Chankuan, 14
Elgin Street, from Amoy.

Yeechong, from San Francisco.
Huan Hengchingtai, Heng-
chingtai Haipang, Taiho, from
Shanghai.

Yuetsang, from Shanghai.
Katotokikazu, c/o Yoromal,
from Yamatozaki.

Ashley Pierce, from Shanghai.
Tahing, from Amoy.

Yunsang, Chungway, from
Shanghai.

Neeshinglong, Yiecklee from
Shanghai.

Woofoehiang, from Shanghai.
Admiral Rodgers, Gunboat
General Alava, from Peking.

Liang Wang Chungwa Co.,
from Shanghai.

Everett, c/o Kobe.

Kanjiro Etc., s.s. Yokohama
Maru, from Osaka.

Mulie, Hongkong Hotel, from
Nara.

Yahsang, from Hankow.
Tamkwonkai, from Shanghai.

Suigan, Etc., from Amoy.
Leechong, from Amoy.

Confidential Trading, Queens
Road, from Kobe.

T. KRING,
Act. Superintendent.
Hongkong June 27, 1919.

EASTERN EXTENSION AUSTRA-
LIA & CHINA TELEGRAPH CO.
List of Unclaimed Telegrams
lying in the E. E. Telegraph
Office at Hongkong—

Everett, care American Express
Co., from Shanghai.

Harold Henderson, Hongkong
Hotel, from New York.

Okano Motorship, Asakuma
Maru, Anchorage, from Keelung.

Pacomco, from Seattle Wn.
Skinner, Zetland House, from
Bombay.

Stewart Elliott, from Liver-
pool.

Wetsejink, from Palembang.
J. K. GIBSON,
Superintendent.
Hongkong, June 26, 1919.

EXCHANGE.

SELLING.

| | |
|--------------------|----------|
| 1/17 | 3/6 |
| Demand | 3/6 3/16 |
| 0 d/s | 3/6 5/16 |
| 10 d/s | 3/6 7/16 |
| 4 m/s | 3/6 9/16 |
| 1/17 Shanghai | Nom. |
| 1/17 Singapore | 149 |
| 1/17 Japan | 59 |
| 1/17 India | Nom. |
| Demand India | Nom. |
| 1/17 San Francisco | 8034 |
| 1/17 New York | 8034 |
| 1/17 Java | 20244 |
| 1/17 Manila | N. m. |
| 1/17 France | 513 |
| Demand Paris | 51344 |

BUYING.

| | |
|----------------------|-------|
| 4 m/s L/C | 3774 |
| 4 m/s D/P | 3774 |
| 6 m/s L/C | 3774 |
| 10 d/s Sydney and | 3774 |
| Melbourne | |
| 10 d/s San Francisco | 8034 |
| 10 d/s New York | 8034 |
| 4 m/s Manila | Nom. |
| 4 m/s France | 53044 |
| 4 m/s Paris | 53544 |

Demand Germany
Demand New York
1/17 Bombay
Demand Bombay

1/17 Calcutta
Demand Calcutta
Demand Manila
Demand Singapore
Demand Hongkong

1/17 Shanghai
1/17 Hankow
1/17 Tientsin
Gold lost per Tael

1/17 London
1/17 New York
1/17 San Francisco
1/17 Hongkong

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1/17 Hankow
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1/17 London
1/17 New York
1/17 San Francisco
1/17 Hongkong

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THE UNION INSURANCE
SOCIETY OF CANTON, LTD.
Honorary Secretaries &
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Rogues, 15th January 1919.

LESSONS IN CHINESE

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